

The O Gager

JUNE, 1950

15¢

FOREIGN 25 cents



★ New Horizons

★ GMC Repair Dept. Speaks

★ Semi-Scale Tinplate

★ All In 10' x 10'

G.M.C. MOVING & PRE-INVENTORY **CLEARANCE SALE**

ENDS MIDNIGHT – JUNE 27th

There is still time to take advantage of the special savings in GMC's great Moving and Pre-Inventory Clearance Sale.

1. In this great sale, *ALL LOCOMOTIVE AND CAR PARTS* may be purchased at a **25%** discount.
2. *ALL LOCOMOTIVE AND CAR KITS* may be purchased at a **10%** discount. (This discount applies only to General Models products.)
3. **EXTRA** Special low prices on some locomotive and car parts. See the inside front cover of the **May** issue of the **O-Gager**.

Remember these special low prices end at Midnight June 27th. All orders must be postmarked no later than midnight of this date. After that time prices will revert to current list.

GENERAL MODELS CORPORATION

P.O. Box 66

Wheaton, Illinois

NEW — For SCALE and TINPLATE O-Gagers

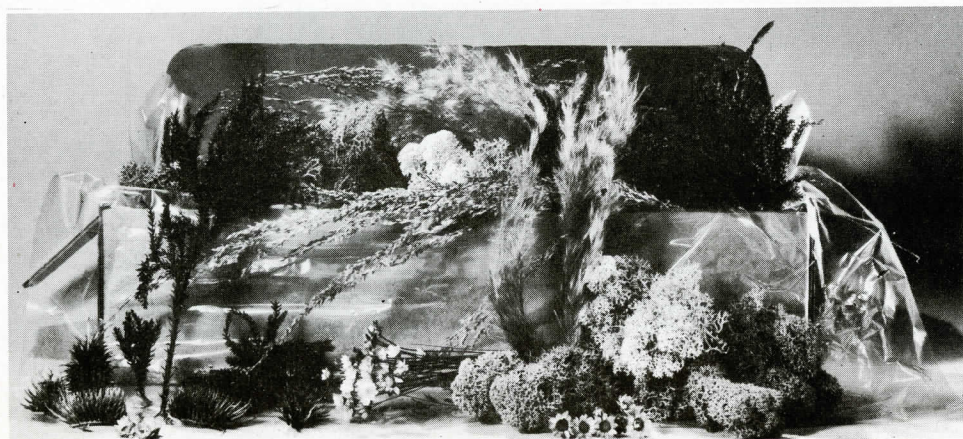
A BASIC FOLIAGE MATERIAL KIT

Illustrated below is the new GMC Basic Foliage Material Kit. It includes a generous supply of famous Norwegian Lichen, Lycopodium and miniature flowers. These are the same materials used in GMC's famous portable display layout and are described in this issue's article "And All in 10' x 10'." You can use them to make trees, bushes, cactus, small plants and other foliage. They come in assorted shades of green, brown and the natural moss. It is your chance to add naturalness and realism to your pike, either scale or tinplate.

Try this one kit and we know you'll want more. It's offered at this amazingly low introductory price of just

Catalog Number 5100

\$1.00



The O-Gager

Editor
Joseph R. Matthews



Staff
Employees

GENERAL MODELS CORPORATION

EDITORIAL

"BACK TO BATAAN"

Fresh in the memory of millions of Americans are the famous words "Back to Bataan." But "Back to Bataan" was not possible without first months of planning and preparation. For six months now General Models has been planning and preparing for those things which will truly make "1950 the Greatest Year in O-Gage."

The first fruits of this planning are revealed in this issue. With the exception of the half page reminder (inside cover top) and the contest ad on page 11, all other advertisements on General Models products are on new items. Both scale and tinplate O-Gagers were given consideration in the plan. We feel that you will enjoy the news that this issue and the forthcoming issues of the O-Gager will bring you.

This is the "kick-off" — the day you receive your copy of this, the June issue of the O-Gager — is D-Day. So join us won't you, as we take O-Gage "Back to Bataan" making 1950 the Greatest Year in O-Gage.

COVER

The cover of the June issue shows you one of General Model's new products — its Tinplate Street Car. Preview consumer testing indicates that this will be one of the most popular tinplate items ever put on the market. It's powered by "Elec-traction" and is one of those units that every tinplater in the country will want. But turn to page 14 and read more about it.



Vol. I

No. V

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Entered as third class mail, February 1950 at the post office at Wheaton, Illinois.
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Joseph R. Matthews, President and Treasurer . . . John R. Rockwell, Secretary

Ever since model railroaders have been in existence they have religiously tried to duplicate the actions, details and realism of the prototypes, that is, the real railroads. Today much of the realism and detail are found in mass produced locomotive and car kits. But there is still the added desire for "real location and setting."

We, at GMC, have long believed that the truest duplication of prototype operation could be obtained, if the pike were actually located outdoors and models operated in all kinds of weather. Then too, the outdoors solved the space problem. If a practical method for track laying could be found for O-Gage use, then the greatest of all thrills for model railroaders were still to be had.

Late in the spring of 1949 experimentation in outdoor railroading was started. Before telling you about these experiments and the actual methods used, let us tell you the amazing results:

1. *O-Gage outdoor model railroading is completely practical.*
2. *O-Gage outdoor model railroading actually costs only a fraction of indoor bench and table construction.*
3. *By following certain basic suggestions it is possible to operate in most all kinds of weather.*
4. *Practically any type of layout can be constructed and most any type of ground can be used.*

The GMC outdoor test layout was constructed in the rear of our former plant in Wheaton, Ill. It withstood the snow, ice, rain, hail, frost, thaw and extreme summer heat of the mid-west. Brass rail was used, and Tru-Scale road-bed. The test layout was 110 feet long in an oval with a switch arrangement for siding. Operation was conducted every month during the entire year under all weather conditions as stated above. Here, now, is how an outdoor railroad should be constructed.

First of all, the right of way should be laid out with string and a simulated surveying job should be done the same as on the prototype. Where the ground is level, a shallow ditch should be dug to an approximate depth of about six inches. For single track operation the ditch should be at least ten inches in width, double track fourteen inches. Where it is necessary to go thru a mound or hill and thus make a cut, the ditch should be dug to a depth relative level to the depth of the level ground ditch depth. Naturally grades can be obtained but they should not be greater than those normally found on indoor pikes. Two per cent should be the maximum.

The ditch should then be filled to within about an inch of basic ground level with regular stone. The type used in concrete road construction is

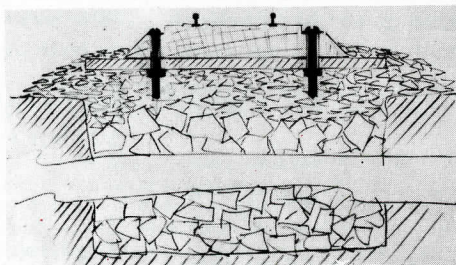
ideal. This permits the roadbed to drain, when it rains. Where it is necessary to fill, when crossing a gap, we suggest that a piece of six inch tile sewer pipe be used and that first dirt and then rock be used to fill to the proper roadbed level. The tile sewer pipe not only acts as a good support but also will help with any sort of a drainage problem and thus serves the same purpose as a culvert.

After the rock has been placed in the ditch, it should be tamped down so as to reduce settling to a minimum. The next ingredient that should be used is limestone screen. This is the crushed fine stone generally used in driveways. The remainder of the ditch should be filled with the screen and in addition the right of way should be built up with the screen to about two inches above ground level. This should be leveled as closely as possible although when the roadbed is laid, final leveling is done and we might add that this is one of the simplest of all operations.

We stated that we used Tru-Scale roadbed. This we thoroughly soaked in creosote so that moisture would have little effect on it. It was set outdoors on level boards to dry and was tacked down to these boards to prevent warping. After the Tru-Scale was thoroughly dried it was mounted to transite, an asbestos-concrete type composition. The transite was cut two inches wider than the Tru-Scale and the roadbed was then centered on the transite strips, allowing an inch overhang on each side. (Incidentally, the transite was $\frac{1}{4}$ in. thick.) The roadbed was fastened to the transite with No. 6 and 8 nuts and bolts about two inches long, the excess part of the bolt protruding downward.

The combination roadbed and transite were then set on the right of way and the brass rail was laid. Approximately every third tie was spiked, because some are bound to loosen in time. Because our rail was laid in warm weather it was necessary to allow the minimum gap in joining the rails because there was little danger of further expansion. Rail joiners were used as connectors. After the rail was completely laid a large carpenter's level was used to even up the roadbed and this was done by removing or filling with limestone screen.

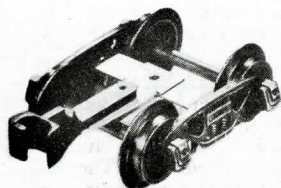
When the road was completely leveled, limestone screen was then used to cover the one inch protrusion of transite which served as a perfect anchor. As time went on the screen slugged and became hard like concrete. The cost of the rock and limestone screen for one scale mile was \$3.31. The cost for the transite was \$12.78. Next month we shall tell you more about the layout with regard to operation, maintenance, etc.



SEMI-SCALE TINPLATE

by FRANK C. LIBUSE

Adapting the GMC 40' Steel Box Car to "027" with either tinplate dummy or Lionel operating knuckle couplers is our project.



Additional specific instructions to make the job even easier.

By using the new GMC dummy coupler, adapter and tinplate truck kit, assembled and shown in Fig. 1, the least amount of fitting is involved. The actual mounting of the dummy coupler to the coupler adapter stamping was shown in last month's article Semi-Scale Tinplate.

Before actually installing the truck and coupler assembly to the car underframe it will be necessary to notch the underframe as shown in Fig. 2 with a small file or a pair of old scissors or tin snips. It is also advisable to remove the two floor support ribs at each end of the frame at the bolster block and to

move the next one to the position shown in Fig. 2. The reason for removing these is to give the wheel flanges sufficient clearance on the short turns of .027 and O-Gage, as, of course, the cars were designed to operate as the real thing on larger radii. It is also necessary to remove the coupler pocket as the opening in the pocket will not permit the coupler to swing far enough. If, however, you care to use the coupler pocket, you may do so by using the dummy coupler by drilling a hole in the round end of the shank of the coupling and permit a free swing of a wide arc. And it is necessary to mount the coupling with your pin or screw immediately behind the coupler pocket. This practice is acceptable but not desirable.

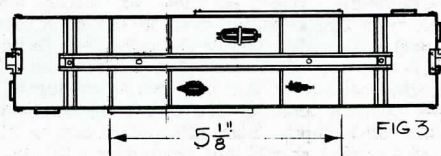
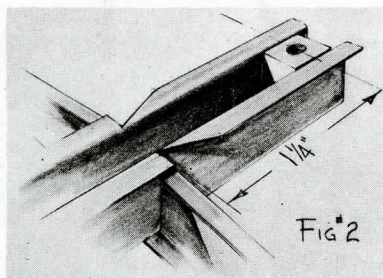
This problem of adapting the GMC 40' Steel Box Car to 027 tinplate curves has been covered generally before, but here are some additional

The installation of the Lionel operating full jaw magnetic coupling has been made simple by the addition of a flat strip of metal with three holes punched into it. However, in so doing these will be about $\frac{3}{16}$ of an inch of additional height added to your scale car by high bolster on the Lionel truck. You see, Lionel cars have no underframe construction and consequently the trucks are mounted directly on a pad on the floor of the car. If this additional height is not too great a factor you will have no difficulty in making the installation.

It is necessary to shorten the underframe (Fig. 3) of the box car so that it is merely a section between the trucks (or it can be eliminated).

Cut the frame with a pair of tin snips or a file or even a jeweler's saw. Then, using an ice pick or drill, make two mounting holes in the bottom of the channel to fasten it to the bottom of the car. Remove the coupler pocket. Slip the slotted kingpin of the Lionel truck through the adapter plate and snap the "C"

washer into place on the kingpin. Now before fastening the truck in place, drill or enlarge with a pen knife the original bolster holes in the floor to allow the washer and Lionel kingpin free action. Fasten plate to the floor with the two



wood screws; the plate and screws are available with GMC box cars and reefers when tinplate is specified.

G.M.C.

REPAIR DEPARTMENT SPEAKS

HOW TO DISTINGUISH BETWEEN AN AC-DC MOTOR AND A DC PERMANENT MAGNET MOTOR

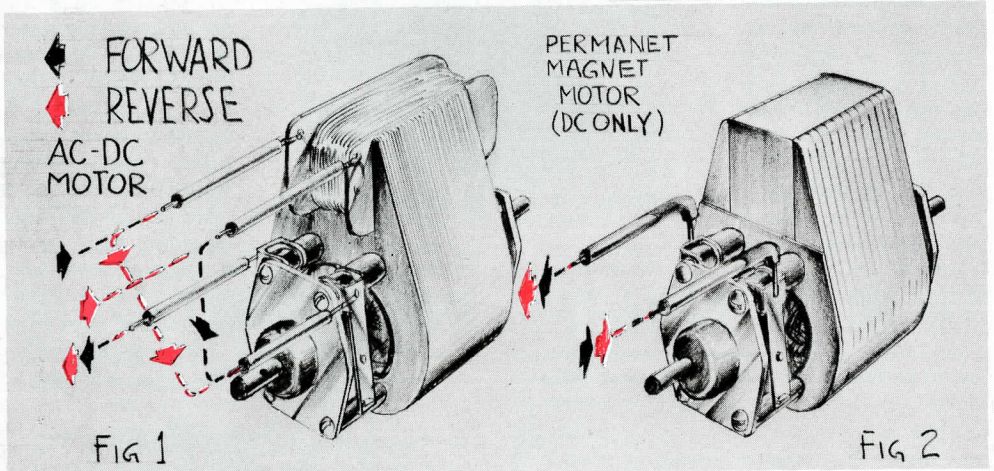
by CLARK JACOBS

Essentially electric motors consist of an arrangement of magnetic fields of force whereby one field is fixed and the other is free to move (rotate). The magnetic fields in a motor may be obtained in two ways; one, wrap a piece of wire carrying an electric current around a piece of iron, the second is to use a bar of steel which has been permanently magnetized. The constant rotary motion of the motor is achieved mechanically by the commutator which keeps putting current into the proper winding of the movable magnetic field with relation to the fixed field to produce movement (rotation).

Figure #1 shows a "General" 1" stack (of iron lamination) #1407 AC-DC motor. Notice this motor has two pair of wires. One pair runs to and around the iron core of the stationary magnetic field, and the other pair runs to the timing device (commutator) which, in turn, supplies the electric current to the proper pair of wires in the rotary

Figure #2 shows a "General" 1" stack #1405 DC permanent magnet motor. This motor you can see has only one pair of wires and they run to the brushes through to the commutator. Again to produce the rotary magnetic field, however, the second of fixed field is now furnished by a permanent magnet located in the same position as the fixed field wire of the wound field type motor. This block of magnetic steel in the permanent magnet type motor, along with just two leads going to the brushes, make it easy to identify as a type.

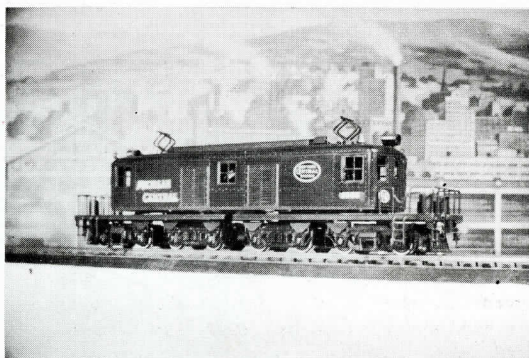
Just one more word of warning, in an electric magnetic field the polarity changes as you change the direction of the flow of the current through the wire around the iron. This is no problem in the AC-DC type motor as the changes are instantaneous, and affect both the field and armature windings at the same time. However, in using a permanent magnet motor, the polarity of the fixed



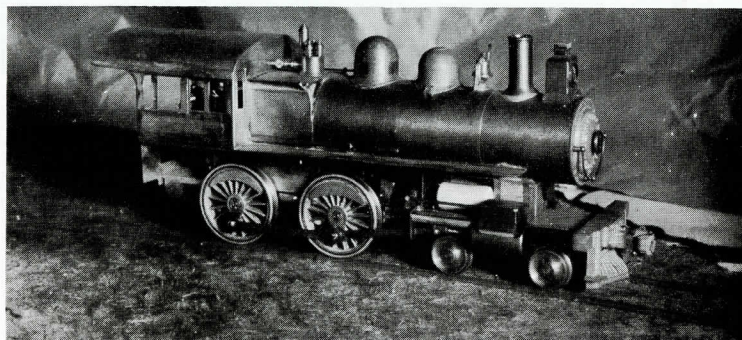
field which gives us our second and movable magnetic field. Thus, we see that in the motor in Fig. #1 we have a motor that depends upon electric current to furnish both stationary and movable fields of magnetic force. Hence, the name AC-DC motor is a motor where either alternating or direct current will produce the magnetism to make the motor operate.

field is unchanging; thus, if we use AC current in it the changes in direction of flow of the alternating current in the armature, or rotary field, will change back and forth but the permanent magnet field will not. Therefore, the armature wants to rotate first in one direction, then in the other (60 times a second) which will produce a humming noise, vibration and burn up the motor.

ALONG THE *G.M.C.* "MAIN LINE"

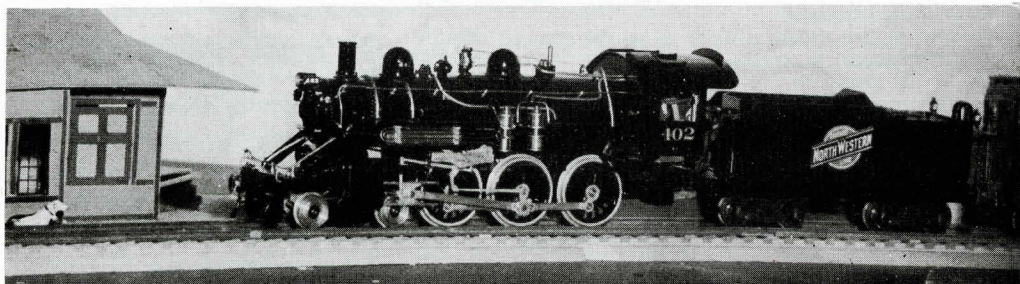
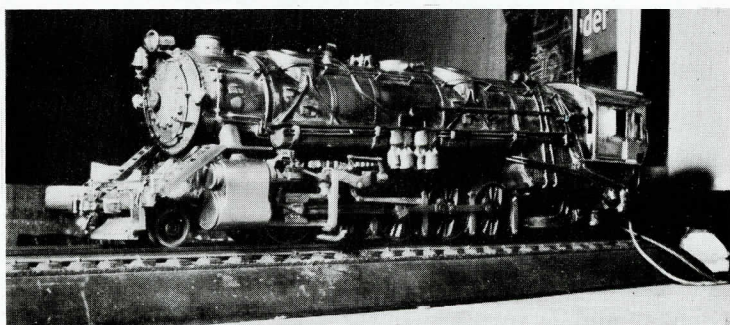


Here is Emil W. Elliott's (of Baltimore, Maryland) T-3A-B Electric Locomotive. Among other things, it features 30" radius operation.



For variety, William M. Danner of Pittsburgh, Pa. is coming through with a Pennsylvania D-16 using many GMC parts—

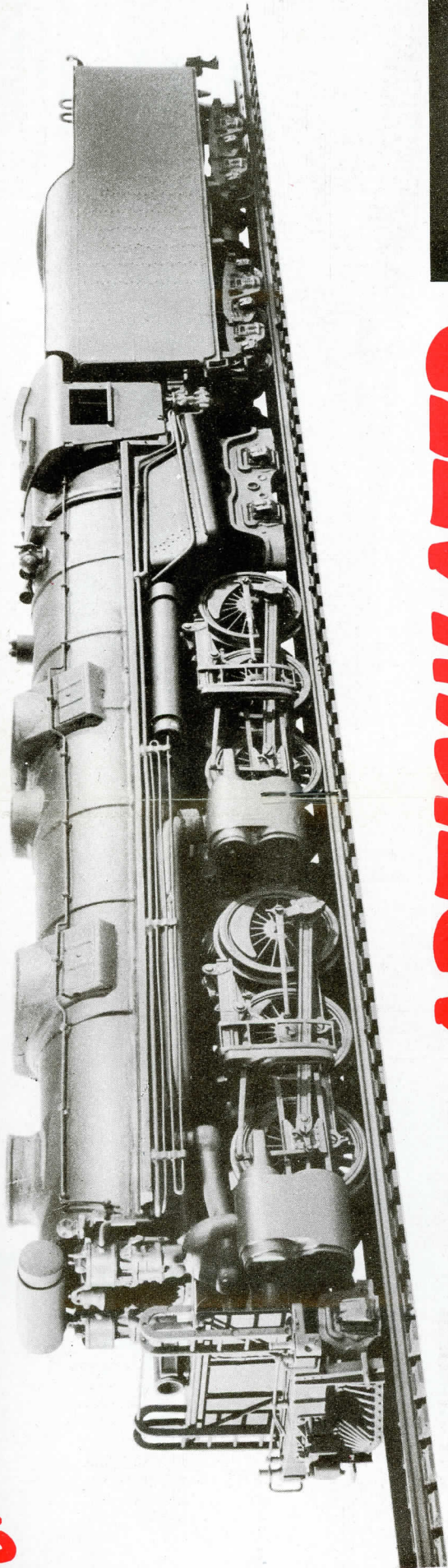
Boyd J. McWohther of Moorefield, W. Virginia, shows us a B & O "Santa Fe" type he is working on. A beautiful brute—



A GMC 10 wheeler "dressed up" for passenger service, pulling a string of freight cars into the old country station of Robert W. Dearth at Austin, Minnesota.

G.M.C.

SEEING IS BELIEVING



2-6-6-4 ARTICULATED

AT LONG LAST — the modeler's dream. The answer to many inquiries and requests for the best — an Articulated.

Yes, GMC has been planning and building this locomotive since February of 1948 — OVER TWO YEARS IN THE MAKING! It's illustrated above, showing you all the fine features and details of the colossus of the road. And it is the FIRST Articulated since before the war — the FIRST in almost TEN YEARS! But most amazing of all — it has all of the post-war detail and know-how in its construction but is priced at \$50 to \$75 LESS than pre-war models.

What's more this locomotive, though massive and large, is designed for operation on small radius pikes. It will actually operate on a 36" radius with just normal boiler overhang! But that is only one of its many features. Look at these specifications.

Overall length (front coupler to tender coupler) 29 1/2".
Minimum radius 36".
Weight of Locomotive 11 1/4 lbs.
Height 37/8".
Width 3".

Draw Bar pull 42 1/2 oz.
Type of drive — GMC free rolling worm.
Motor: General 200 series, either DC or AC-DC.
Boiler construction: Super detailed Adams casting.
Drivers: 70" Cadmium plated steel rims. The six rear wheels drive as the entire weight of the boiler is supported on this set.

Couplers: Monarch automatics.
Detail: Boiler is super detailed with many little extras cast right on.

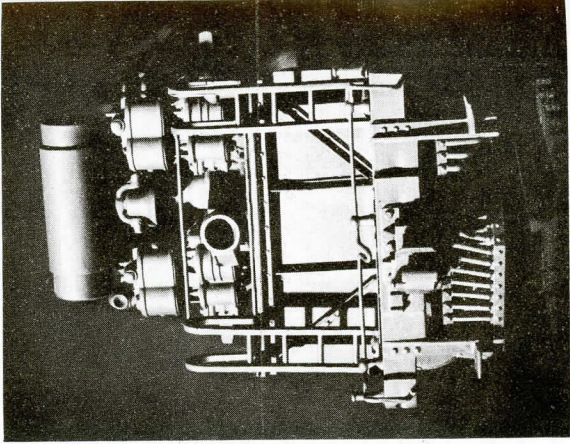
COST: Complete with Tender \$125.00

You can't buy a FINER LOCOMOTIVE and unfortunately production facilities are so tied up that there will only be a limited quantity available. Because of the tremendous amount of individual work that we will put into each locomotive it is necessary that orders be handled on the following basis: We will make available just 100 of these locomotives at this time. This 100 will go to the first people who order. Remember this is only 100 to satisfy the wants of the 18,000 persons receiving the O-Gager. So place your order now.

Simply send in a deposit (any amount of your own choosing but not less than \$10.00). Your order and deposit will be acknowledged and a shipping number will be assigned to you. You will be notified what your shipping number is at the time your order is acknowledged. One week before shipment of your locomotive is to be made, you will be advised of the shipping date and at that time arrangements can be made for the payment of the balance of the amount due. The balance may be handled on the GMC time payment plan, the GMC layaway plan, C.O.D. or by check or money order for the balance. It is anticipated that shipment of all 100 locomotives will be made by the end of July.

So order your GMC Articulated, 2-6-6-4 today. Be among the first proud owners of the finest locomotives ever put on the market. Remember, unless you send your order at once, you may be too late. We must accept orders on a first come first served basis. And with every order there is also a one year's free subscription to the O-Gager and an official entry blank in the giant GMC '88" contest.

To further aid you in getting your order off properly and to avoid errors, we suggest you use the coupon below.



GENERAL MODELS CORPORATION
P.O. BOX 66
WHEATON, ILLINOIS

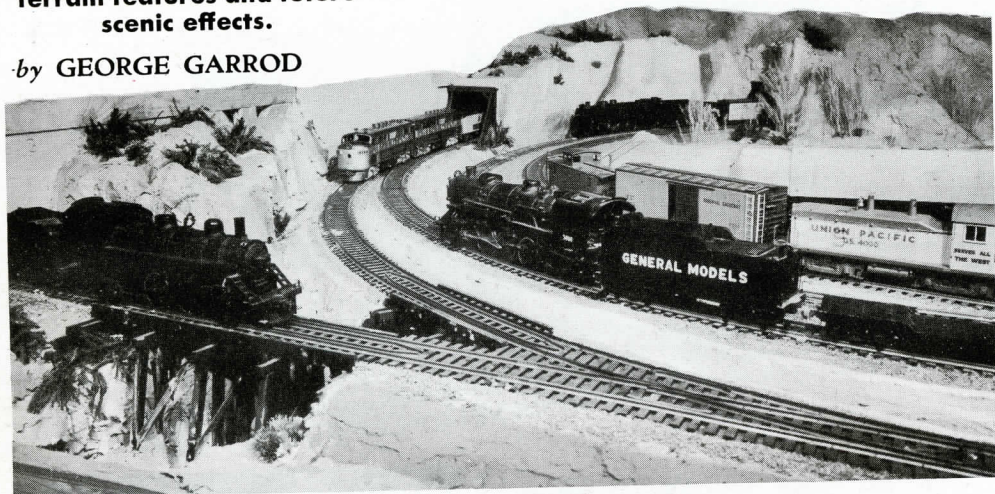
Gentlemen: Check
Enclosed is Money Order is the amount of \$ _____ as my payment in full on the GMC 2-6-6-4 Articulated. Please acknowledge receipt of this order, and advise me of my order number. I should like to have a AC-DC motor. DC

Name _____ Date _____
Address _____ City _____ State _____

AND ALL IN 10'x10'

Here we decide upon our terrain features and future scenic effects.

by GEORGE GARROD



The roadbed is now located but not nailed and the grades are established, next question before nailing down the roadbed is to decide what terrain features to model as well as the type of scenic foliage to be used later. We choose to use the semi-arid southwest as our locale as that portion of the country abounds in colorful and large rock formation yet the vegetation is sparse and affords the maximum realism with the least amount of foliage.

In planning the ground contour before setting down the screening under the roadbed and over the mountain the eventual hills, ridges, gullies and even the location of various types of foliage kept in mind during the initial planning stage. In order to better plan such features as foliage, and as a result of many requests for information on the subject GMC has announced this issue a box of basic foliage material being available. These materials, Lichen, Lycopodium and various small novelty materials, are pictured on the inside cover. These materials, along with sketches as how to use them and where, will be featured in our "O-Gager" next month.

In planning the contours of the layout,

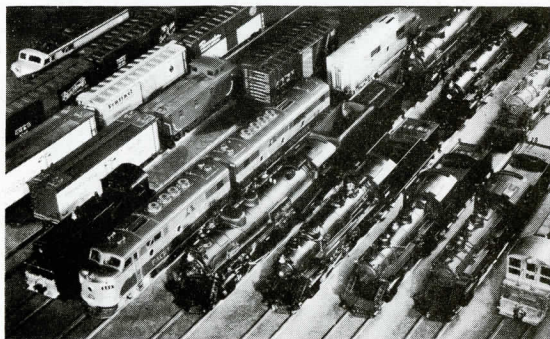
natural drainage features such as gullies and streams as well as ditches and slopes should have a natural look which takes quite a bit of planning. Where would the water drain if you spilled it on your layout? Keep that in mind when planning and roughly laying in the screening. It is a problem that must be faced even by the real railroads for in the southwest, it may not rain often — but when it does, it really comes down and drainage must be considered.

In the next issue, we will show how the creek or gully in the foreground of the picture above, along with sketches on how to build up your mountain as we did and where they are located.

Make a study of your layout and use some brown wrapping paper sheets crumbled up to help you visualize where your mountain ridges and gullies should fall, then mark on your layout the ridge lines and also the gully lines so when the actual construction begins, you can refer to them. These lines then give you your general drainage lines and you can use them for reference when the actual scenery construction begins.

\$1,000.00

WORTH OF VALUABLE KITS FOR PRIZES



G.M.C.'s "88" CONTEST

Here's really big news — a \$1,000.00 contest for O-Gagers. It's the sensational GMC "88" Contest — 88 days, 88 valuable prizes. And it's easy to enter—easy to win. Your chance to add wonderful GMC equipment to your layout.

The contest was inspired by GMC's new direct-by-mail sales policy—the plan that brings you a complete line of the highest quality O-Gage equipment at a much lower cost.

But what does the GMC sales policy mean to you? We want to know. We want your opinions, pro and con, so that we can give you the best possible service.

And your opinions, in 88 words or less, will be the basis for the selection of winners in this contest.

Here are the simple rules . . .

1. Get your entry blank. Official entry blanks are furnished one to a kit and with every purchase of parts, etc., amounting to \$2.50 or more. (Equipment that you will likely be ordering in the next 88 days anyhow.)

You may enter as many times as you wish, but each entry must be submitted on an official entry blank or reasonably accurate facsimile.

2. In 88 words or less finish the following: *Here's what GMC's new sales policy means to me . . .*

Give us your honest opinion . . . your reasons for liking or disliking the policy.

EXAMPLE: GMC's new policy means that I can now model railroad in

O-Gage as reasonably as in the smaller gages. It means that my merchandise is no longer "second hand" — it comes directly to me without going through the extra hands which increase the shortage of damage. It has eliminated the need of "shopping around" for the item of my choice, and the frustrating delay of ordering through channels. For my money, this means real service.

3. You don't have to like the GMC sales policy to win. Entries will be judged on the basis of sincerity and aptness of subject matter alone. Use your own words . . . literary style won't count. Judges' decisions are final. In case of ties, prizes will be awarded to the entries bearing the earliest postmarks.

4. Mail your entries to The GMC "88" CONTEST, Dept. C, P.O. Box 88, Wheaton, Illinois. Contest begins June 6 and ends midnight, August 31, 1950.

5. All entries become the property of GMC and none will be returned. GMC shall have the right to publish all prize-winning entries with or without editing, and including names and addresses of winners. Employees of GMC and their advertising agency, and members of their families shall not be eligible to participate in this contest.

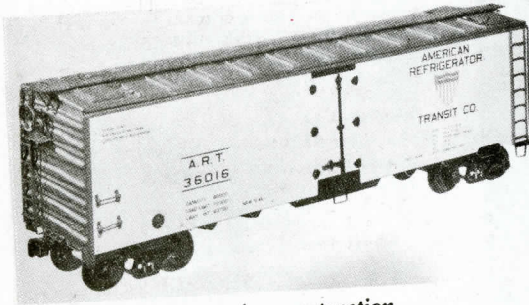
88 PRIZE KITS — \$1,000 Value Ready For You!

1st prize	F-3 Diesel A-B-B-A units, all powered	value	\$165.00
2nd prize	F-3 Diesel A-B-A units, all powered	value	127.00
3rd prize	F-3 Diesel A-B units, all powered	value	73.00
4th prize	Mountain Locomotive and Tender	value	65.00
5th prize	B & O Train Set	value	59.50
6th prize	F-3 Diesel Train Set	value	55.50
7th prize	Pacific Locomotive and Tender	value	47.50
8th prize	Diesel Switcher Train Set	value	42.50
9th prize	Atlantic Locomotive and Tender	value	39.50
10th prize	B & O Ten-Wheeler Locomotive and Tender	value	38.75
11th thru 49th	39 box cars with scale or tinplate couplers. Your choice	value	2.95-3.40
50th thru 88th	39 reefers with scale or tinplate couplers. Your choice	value	2.85

General Models Corporation
TRANSPORTATION IN MINIATURE
Post Office Box 88 Wheaton, Illinois

STEEL REEFERS

These new features
make Athearn Reefers an
OUTSTANDING VALUE



- All metal exterior construction
- Blaw-Know metal roof walks
- Sprung trucks and draft gear
- Improved dreadnaught ends
- Pre-assembled spot welded under-frame, (fastened to wooden floor member)
- Working ice hatches
- Accurate base point colors and rivets
- Highly detailed latch bar and door hinges
- Amazingly realistic processing of lettering and heralds
- New, complete easy-reading construction drawings

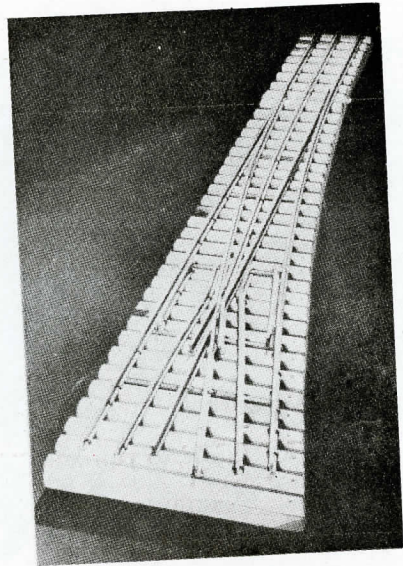
You'll be rewarded many times their cost in your satisfaction of having the finest steel reefers on any pike!

AVAILABLE THROUGH

G.M.C. SALES & SERVICE

Available in all these sides:

- P. F. E., Orange \$5.75
- A. R. T., M. P. Wabash 5.75
- N. P. Orange 5.75
- A. R. T. Plain 5.75
- P. F. E. Aluminum \$6.25 per kit



48 Inch Radius Inside 3rd Rail Switch

BOB PEARE'S TINPLATE SWITCHES

- 48 in. radius switch R. or L. \$ 4.50
- 48 in. radius Wye 4.50
- Single Crossover Kit, 4 in. track centers 9.75
- Scissors Switch Kit, 60 in. radius... 19.50

BUILT UP CROSSINGS

- To match Lionel and Gargraves Track
- 90 degree crossing \$6.00
 - 45 degree crossing 6.50
 - 60 degree crossing 7.00
 - 30 degree crossing 8.50

**BOB PEARE
ENGINEERING CORP.**
222 W. First Street Clifton, N. J.

O-GAGER

SCALE-CRAFT

BACK AGAIN

Yes, Scale-Craft is back home in Illinois and is back in production. Once again the famous quality products from this pioneer model railroad company will be available to you and under the capable direction of

ELLIOT DONNELLEY
PRESIDENT

N. BURTON BARR
VICE PRESIDENT

All of the famous SCALE-CRAFT products will be available to you on a Direct Mail basis which will assure you prompt efficient service at greater savings.

SCALE-CRAFT

ROUND LAKE

ILLINOIS

June, 1950



CURVED SECTIONS

Circle	Price	Circle	Price
36 Radius	\$ 5.95	48 Radius	\$ 7.55
38 Radius	5.98	52 Radius	8.08
40 Radius	6.28	56 Radius	8.80
42 Radius	6.60	60 Radius	9.43
44 Radius	6.90	68 Radius	10.68
46 Radius	7.23	72 Radius	11.33

STRAIGHT SECTIONS

24 Inch Pieces Per Foot	\$0.23
36 Inch Pieces Per Foot	.21

CROSSOVER BLOCKS

For No. 4 Switches	\$1.20
For No. 6 Switches	1.30
For No. 8 Switches	1.40

SUPERFLEX SECTIONS

Per foot	\$0.30
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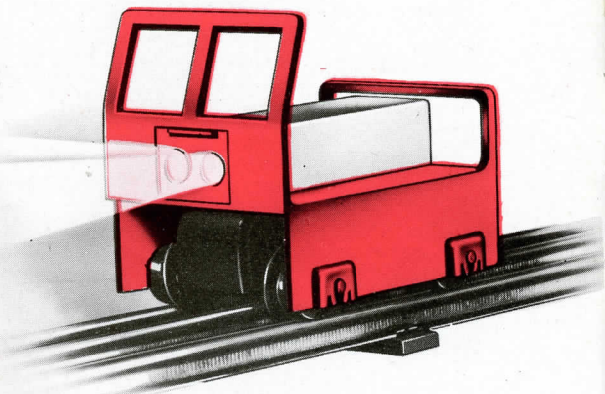
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G.M.C. ELEC-TRACTION POWERED HANDCAR

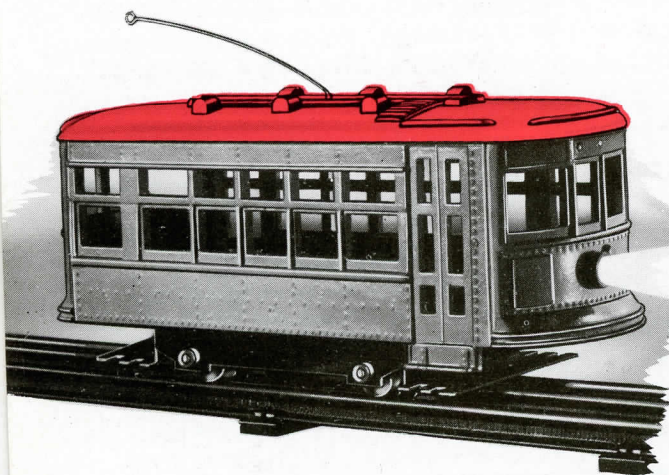
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O-GAGER



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Naturally, there is a tremendous expense involved in sending this magazine out, to say nothing of the cost of printing and preparation. We have been told by thousands of recipients that they feel the O-Gager fills a long felt need because it serves as a bond to preserve and pro-create the gage. We feel that under the proper circumstances that we can actually make an even better magazine, but we cannot continue to send the magazine out free, just the same as you don't receive other magazines free.

For five months you have had an opportunity to view the magazine, to decide whether or not you think it has a place and consequently a value. Because it is necessary for us to begin making a small charge for the magazine we hereby make the following announcement:

The regular subscription rate will be **\$1.50** per year —

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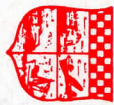
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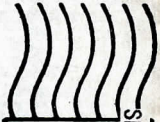
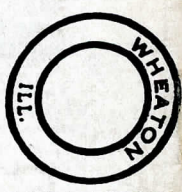
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